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Concerning the effects of the duty on tin upon the export trade of the United States, the writer says on page 79 that this duty placed Russia and Burmah in a better position to compete for the petroleum markets in the East; on the following page he contradicts himself by stating that large firms in the United States, such as the Standard Oil Co., probably benefited from the duty; "since they enjoyed the rebate on re-exported plates they were as well off as they had ever been."

Mr. Jones, in his statistical data, refers to individual years. This relieved him from the necessity of calculating averages for three, five, or ten-year periods; but it is doubtful whether such a method of handling statistics is conducive to an accurate knowledge of tendencies in the development of an industry.

SIMON LITMAN.

University of Illinois.

NEW BOOKS

GREINER, F. *Die Wirtschaft der deutschen Gaswerke.* (Munich: R. Oldenburg. 1914. Pp. 61. 3 M.)

MOORE, A. S. *Linen; from the raw material to the finished product.* (New York: Pitman. 1914. Pp. 132. 75c.)

The transactions of the annual meeting of the National Association of Cotton Manufacturers held at Boston, Mass., April 29 and 30, 1914. (Boston: The Assoc. 1914. Pp. 420. \$5.)

Transportation and Communication

The Express Service and Rates. By W. H. CHANDLER. (Chicago: LaSalle Extension University. 1914. Pp. v, 340.)

This is a book of practical information on the service offered by express companies. Although prepared, in one view, for use as a text in courses on transportation, it will prove of great value to all regular users of the express service, and, for that matter, to express agents who wish a comprehensive knowledge of the express transportation service as now organized and of the way to use or render this service most intelligently.

The author is now assistant manager of the Traffic Bureau of the Merchants' Association in New York. Formerly he served in a similar capacity with the Boston Chamber of Commerce. During the recent investigation by the Interstate Commerce Commission into express rates and practices, he had an active part in preparing the case for the shippers. His experience has thus given him opportunity to study those things about express trans-

portation which shippers and express agents most need to know.

After a preliminary account of the origin and early development of the express business, the author gives a survey of the present general organization of the service by companies, a brief sketch, from the Interstate Commerce Commission's opinion in the express cases, of the history of the various companies, and then describes in outline the business organization within each company and the various services rendered by express companies. This occupies 31 pages. The next 29 pages contain a brief statement of the intercorporate relations between express companies and railways, and a more extended discussion, quoted from the Interstate Commerce Commission's opinion, of the form of contract that constitutes the basis of railway compensation for hauling express matter. The author's own conclusion, briefly given without argument of his own, is that the railways seem to be paid too much for this service. The next 22 pages are devoted to the growth and present status of public regulation of the express business by those states which have undertaken it and by the Interstate Commerce Commission.

The remaining 250 pages or so are occupied entirely with compact descriptions of various points of contact between shippers and the express companies. These descriptions cover the classification of express shipments, giving a facsimile of the printed classification in full; an explanation of the content of the express receipt and the shipper's rights thereunder; a full explanation of the structure and method of applying the new express rates, with facsimile pages from the rate books and the directory of express offices; directions concerning the nature of, and the manner of using, the money department, the financial department, the foreign department, and the order and commission department of express companies. In addition there is a copious display of all the numerous forms in use by express companies that shippers have occasion to meet with.

Concluding chapters discuss the comparative service and charges by express and by parcel post and give a sketch of the Canadian express rates. There are, at frequent intervals, series of questions, presenting a variety of problems actually met with in practice, that will focus the attention of the reader upon the significant points in the information given in the preceding pages. There is, however, no index. This is a serious defect in a book designed for such use as this one.

The matter in the book is so largely descriptive and explanatory that it invites little discussion. However, the author's treatment of some points that have been much in controversy plainly discloses the convictions that one would tend to acquire from such continued activity as the author's in behalf of shippers. This, of course, is no cause for deprecation. But it is well for those who use the volume for its information to be aware of the author's point of view on these disputed subjects.

ARTHUR S. FIELD.

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NEW BOOKS

- BABSON, R. W. *The future of the railroads; historic and economic facts for railroad men, shippers, and investors.* (Boston: Babson's Statistical Organization. 1914. Pp. 129. \$1.)
- HOOKE, G. E. *Through routes for Chicago's steam railroads. The best means for attaining popular and comfortable travel for Chicago and suburbs.* (Chicago: City Club of Chicago. 1914. Pp. 89, illus.)
- MONKSWELL, R. A. *French railways.* (New York: Dutton. 1914. \$1.25.)
- ROSENTHAL, C. A. *Die Gütertarifpolitik der Eisenbahnen im Deutschen Reiche und in der Schweiz.* (Jena: Fischer. 1914. Pp. xv, 346. 9 M.)
- TODD, J. T. *Tracing of freight; a compilation of data and comments thereon.* (Springfield, Ill.: Registered Tracer System. 1914. Pp. 106.)
- A. C. A. docket no. 20. *A cumulative synopsis of topics, subjects, and authoritative citations of a library of interstate commerce, railway traffic and traffic management work.* (Chicago: American Commerce Assoc. 1914. Pp. xviii, 220.)
- Central electric light and power stations and street and electric railways, 1912.* Bulletin 124. (Washington: Bureau of the Census. 1914. Pp. 113.)
- Telephones and Telegraphs, 1912.* Bulletin 123. (Washington: Bureau of the Census. 1914. Pp. 26.)

Trade, Commerce, and Commercial Crises

Ocean Traffic and Trade. By B. OLNEY HOUGH. (Chicago: La Salle Extension University. 1914. Pp. vi, 432.)

The dominant point of view in this book is that of a prospective exporter. The most valuable chapters are those in which actual methods of carrying on foreign trade are explained. There is